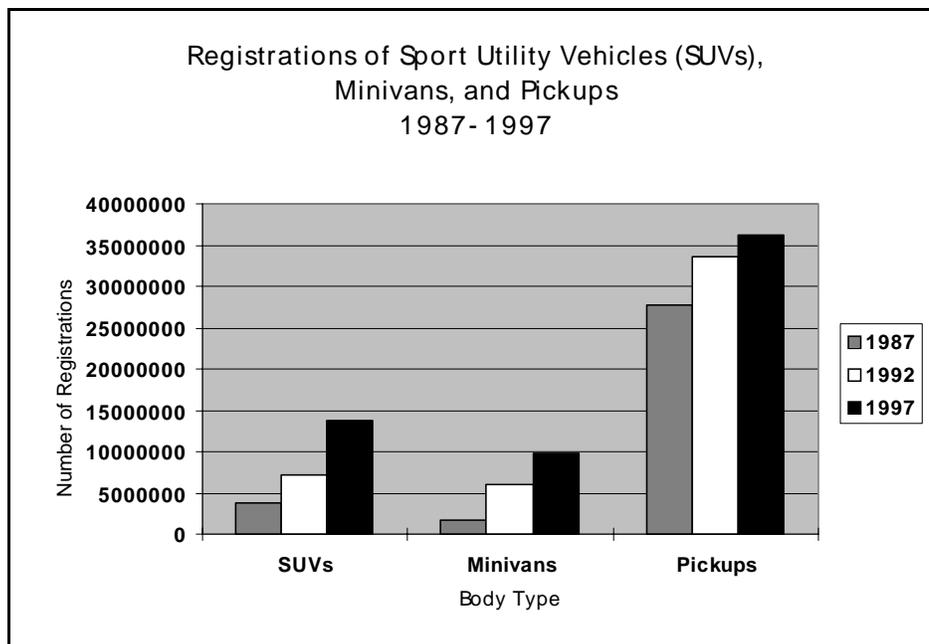


Here's What's New in U. S. Truck Trends

Data from the Census Bureau's 1997 Vehicle Inventory and Use Survey are now available for the United States. This survey produces state and U.S. level statistics on the physical and operational characteristics of the Nation's truck, van, minivan, and sport utility vehicle population.

There were an estimated 72,800,300 private and commercial trucks registered in the United States during 1997, up 23 percent from the approximately 59,200,800 trucks registered in 1992.

The survey includes these highlights for the United States:



The number of sport utility vehicles (SUVs) registered in the United States during 1997 increased 92.7 percent from 1992. In comparison, the number of minivans increased 60.5 percent and the number of pickups increased 7.5 percent during this same period.

- Total truck registrations in 1997 included 49.7 percent pickups, 18.9 percent SUVs, and 13.5 percent minivans.
- The United States has approximately one pickup for every 7 people and about one SUV for every 19 people. It also has approximately one pickup for every 5 licensed drivers and about one SUV for every 13 licensed drivers.

- Trucks traveled an estimated 1 trillion miles in 1997, up 32.8 percent from 786.3 billion in 1992.
- Approximately 7.1 percent of all large trucks carried hazardous materials at some time in 1997.
- About 70.0 percent of all registered trucks were used for personal transportation, while 28.4 percent were operated for business, including for-hire use.
- Approximately 5.5 percent of all trucks were leased from someone else, compared with 2.4 percent in 1992.
- About 1 in 4 registered trucks (24.6 percent) were equipped with airbags: 26.0 percent of small trucks and 7.5 percent of large trucks.

The report also includes information on fuel efficiency, annual and lifetime mileage, model year, equipment accessories and other data for each kind of registered truck.

This survey is conducted every five years as part of the Economic Census and data are used by government agencies, business, industry, academia, and the general public.

The estimates from the 1997 Vehicle Inventory and Use Survey are subject to sampling and nonsampling error. Sources of nonsampling error include errors of response, non-reporting and coverage. Measures of sampling variability, presented as relative standard errors, are shown in the tables in the report.

For more detailed information, see the VIUS web site at:

<http://www.census.gov/econ/www/viusmain.html> or call Kimberly P. Moore at (301) 457-2797.